



The Saab-29

The Saab-29 (Swedish Air Force designation: J 29) was the first European swept-wing jet fighter put into large scale production. The first of three prototypes was test-flown on September 1st, 1948, powered by a D. H. Ghost jet engine of 4,400 lbs (2,000 kg) static thrust. A series prototype made its first flight in July, 1950. The production version, the first of which was delivered in May, 1951, is equipped with a D. H. Ghost 50 jet engine of 5,500 lbs (2,300 kg) static thrust, built under licence in Sweden by the Svenska Flygmotor AB of Trollhättan.

TYPE

Single-seat jet fighter and attack aircraft.

WINGS

Shoulder-wing cantilever monoplane with 25° sweep-back. Thin laminar-flow wing section. All-metal two-spar structure with flush-riveted stressed skin, partly of high-strength 75ST alloy. Automatic leading edge slots, which are locked when landing flaps are up. Ailerons operated by hydraulic booster system of Saab design. Wing-mounted air brakes in initial series, fuselage-mounted in later aircraft.

FUSELAGE

Built in three sections around an integral and stressed central air duct. All-metal structure with flush-riveted stressed skin. Cabin cooling by flat ducts along the main air duct. Of generous cross-section, the fuselage houses the engine, the landing gear, the fuel tanks, the armament etc.

TAIL UNIT

Cantilever mid-set tailplane, electrically adjustable in flight. Max. angles: +1°/-6°. Two different setting speeds are available, the lower one for high-speed trimming giving a change in tailplane setting of about 1°/sec. The elevator has a mechanically operated trim as an emergency precaution.

LANDING GEAR

Retractable tricycle type. Hydraulically retracted, main wheels forward, nosewheel backwards, into the fuselage. Goodyear single-disc brakes. Designed for operation on grass fields. Track: 7 ft. 2 in. (2,2 m).

POWER PLANT

One D. H. Ghost 50 (license-built) jet engine rated at 5,000 lbs (2,300 kg) static thrust at 10,250 r.p.m. Engine mounted at three points on a strong fuselage frame. Engine cowling, stressed for tail loads, removable in one piece.

ACCOMMODATION

Pressurized pilot's cockpit. Bullet-proof wind shield and sliding canopy, the latter jettisonable with gunpowder charge. Marshall cabin blower. Ejector seat of Saab design.

ARMAMENT

Four cannon and an undisclosed number of rocket projectiles.

DIMENSIONS

Span, 36 ft. 1 in. (11.0 m); Length, 33 ft. 2½ in. (10.13 m); Height, 12 ft. 3½ in. (3.75 m); Gross wing area, 258 sq.ft. (24.0 m²).

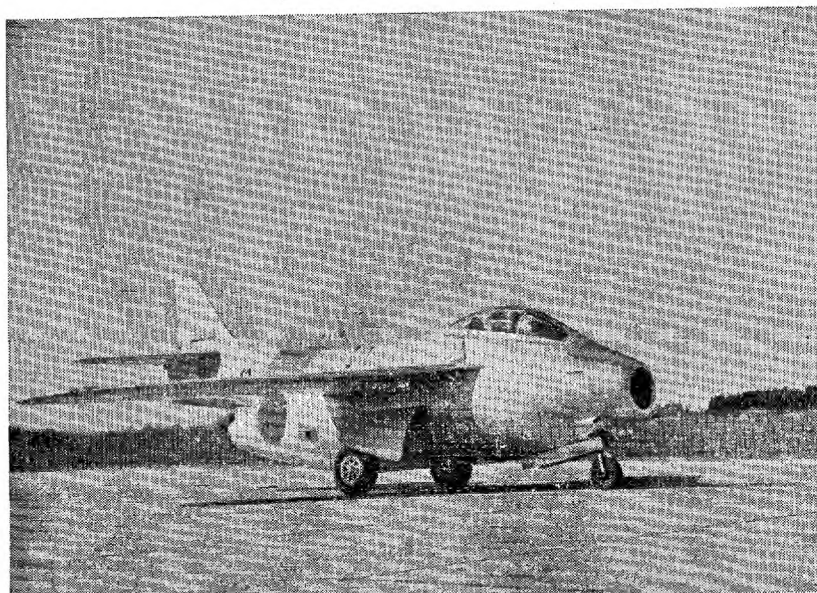
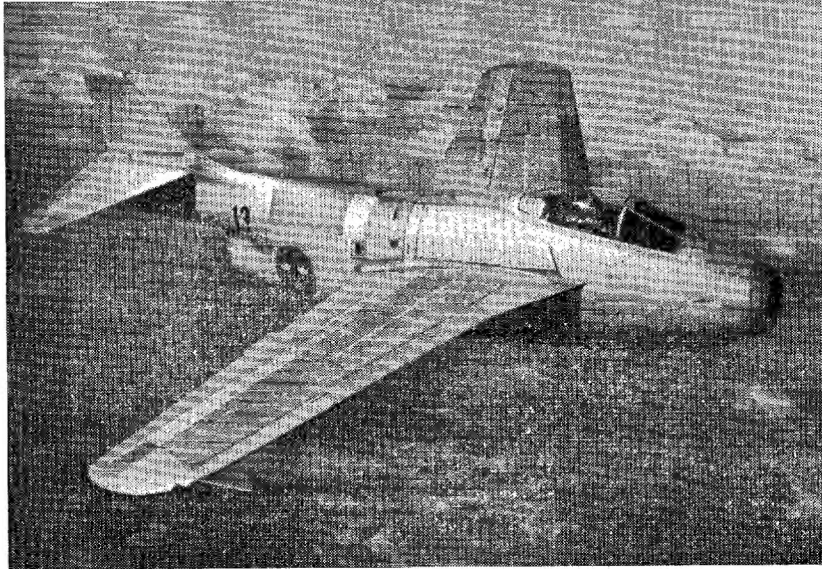
WEIGHTS AND LOADINGS

No details available.

PERFORMANCE

Top speed, about 660 mph (1,060 km/h). No other details available.

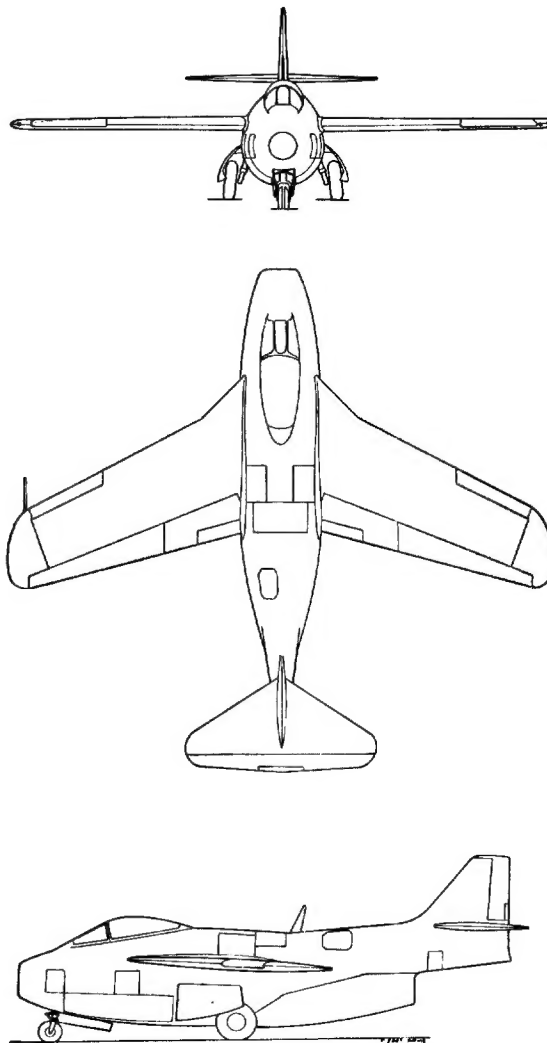
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THREE-VIEW DRAWING

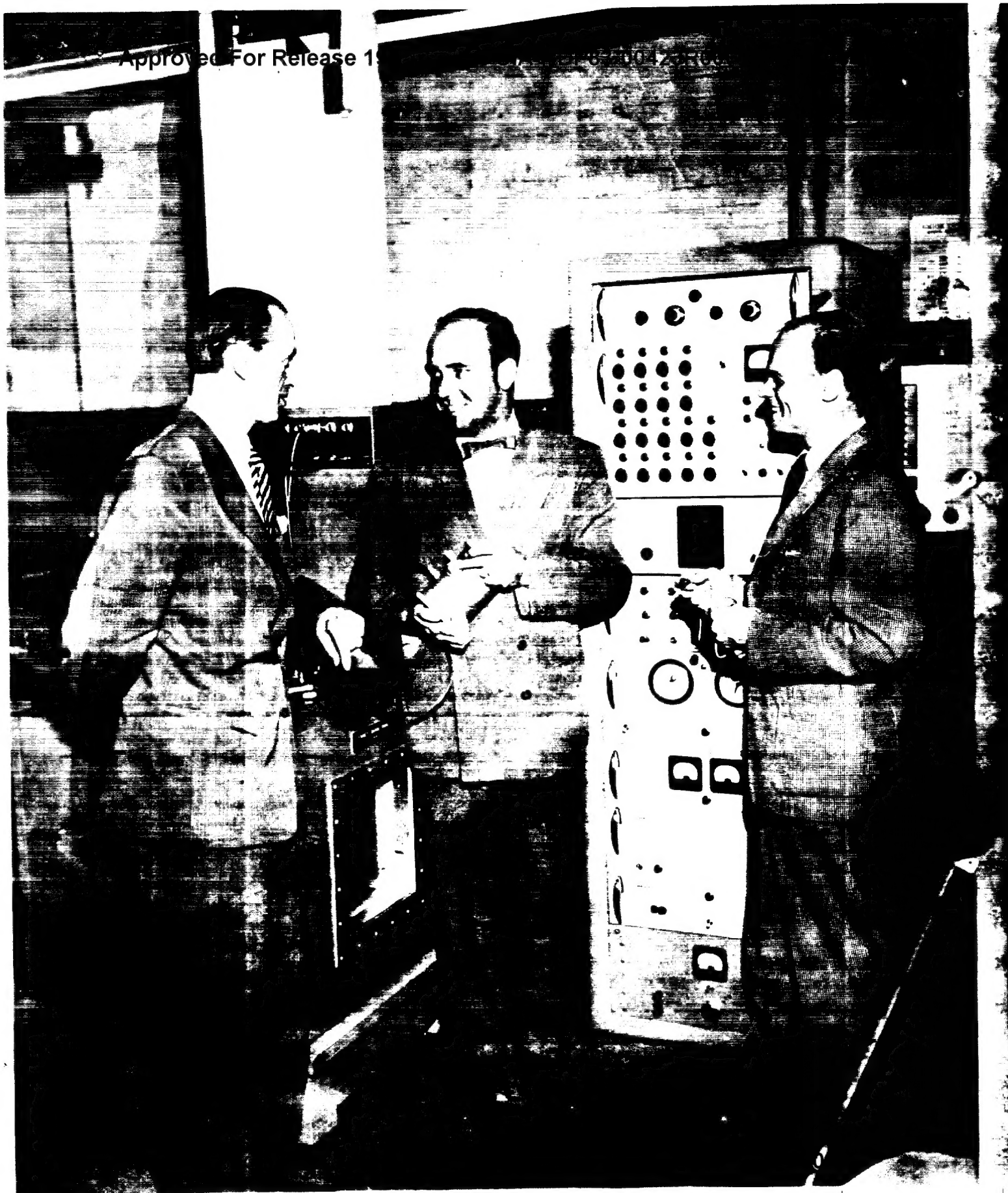


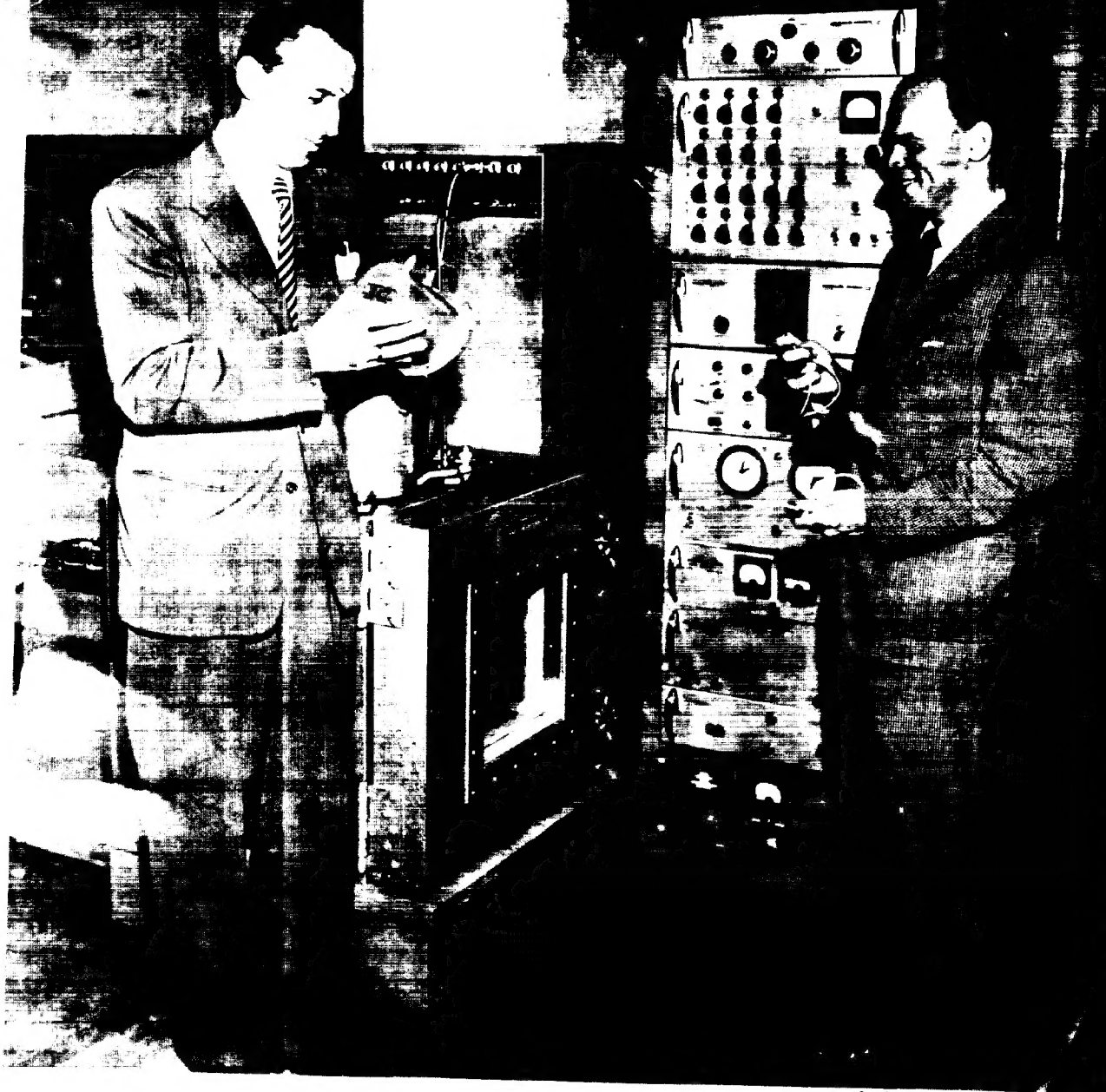
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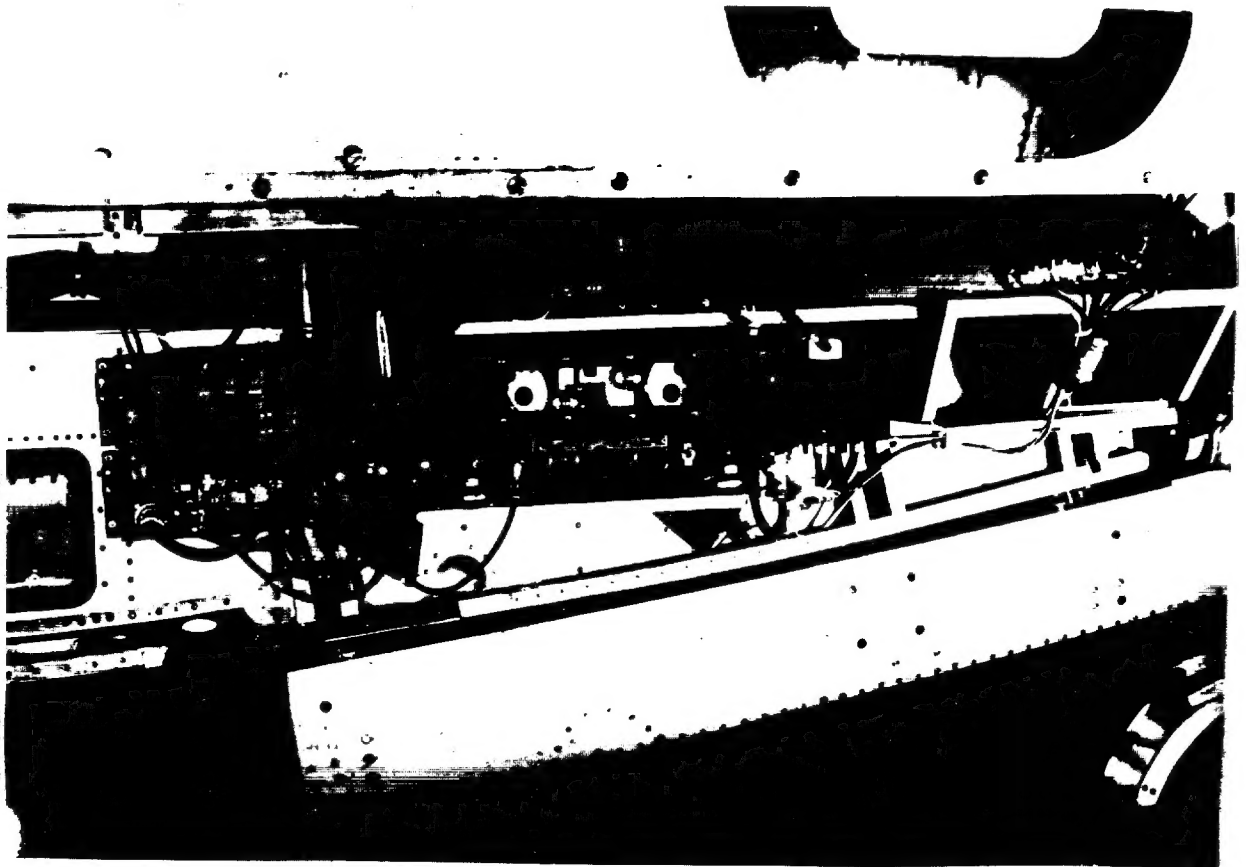




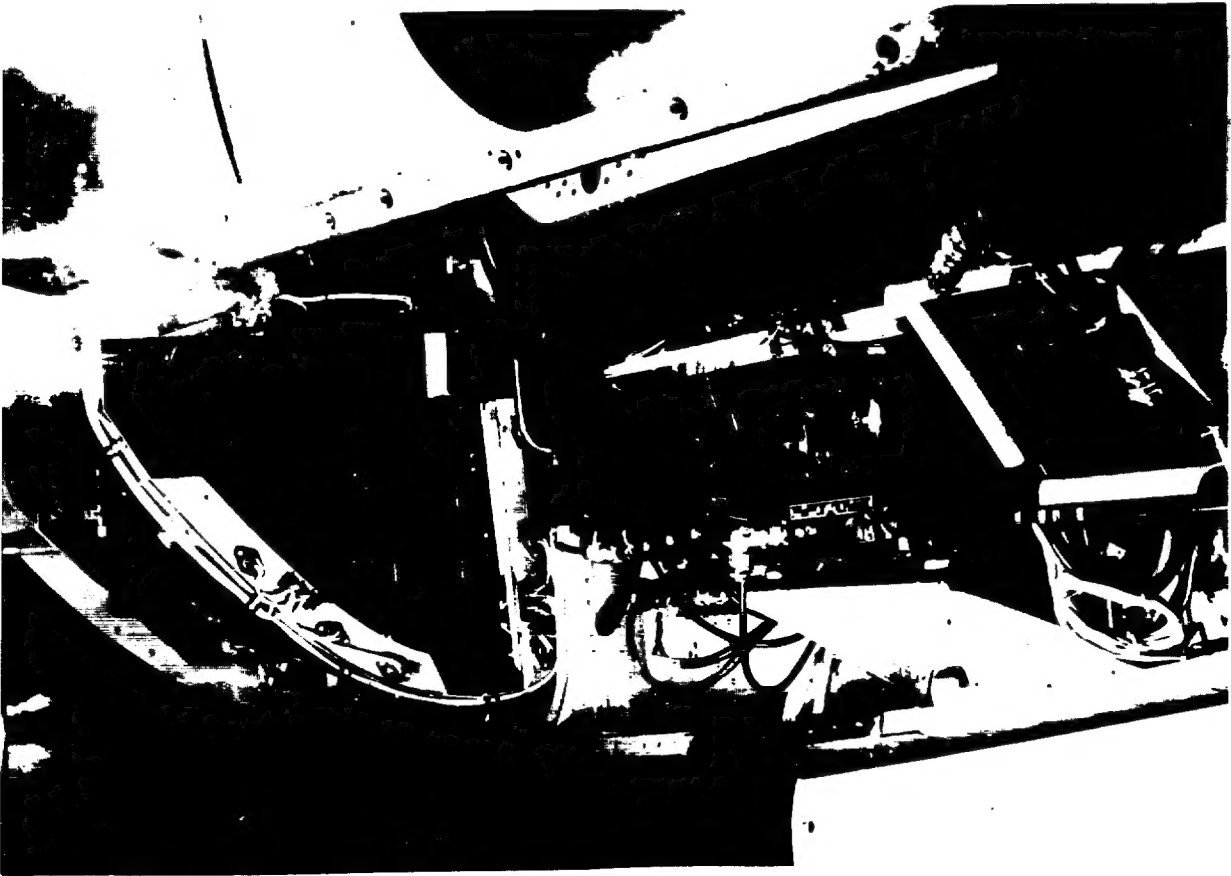
Mr. Stromberg, at left, holds one of the largest

Pickups, while Mr. Goransson holds two

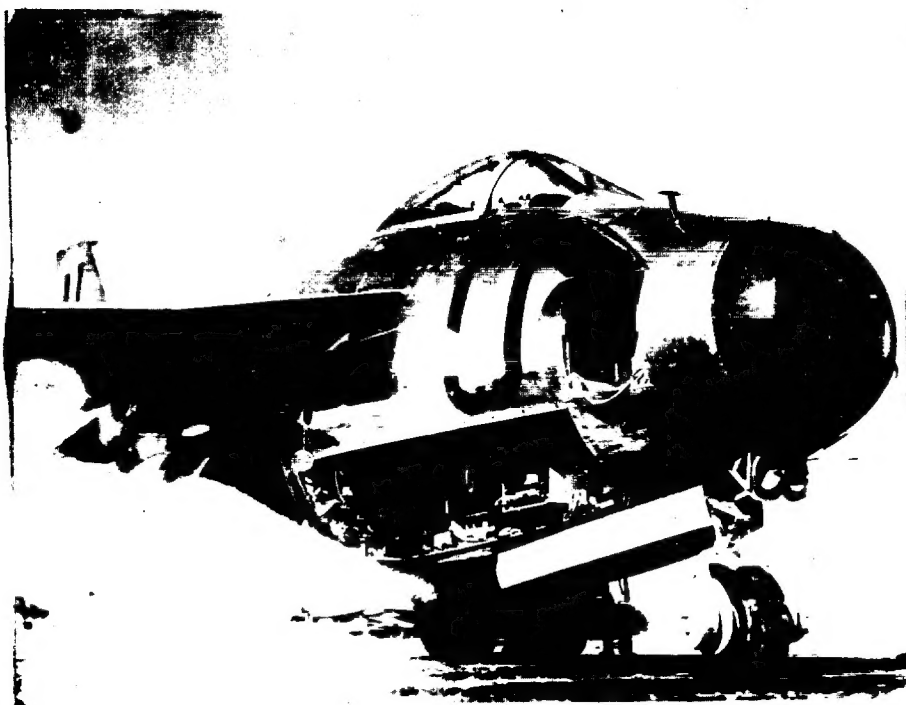
of the smallest. Between them, at left, is an environmental cold chamber used for controlled testing of instruments and components. The larger instrument is one of the new data-handling machines designed to reduce the time required for the handling of immense volumes of data, accumulated in flight tests, rocket experiments, etc. The two men, members of Sweden's largest aircraft factory, SAAB of Linkoping, are touring the United States



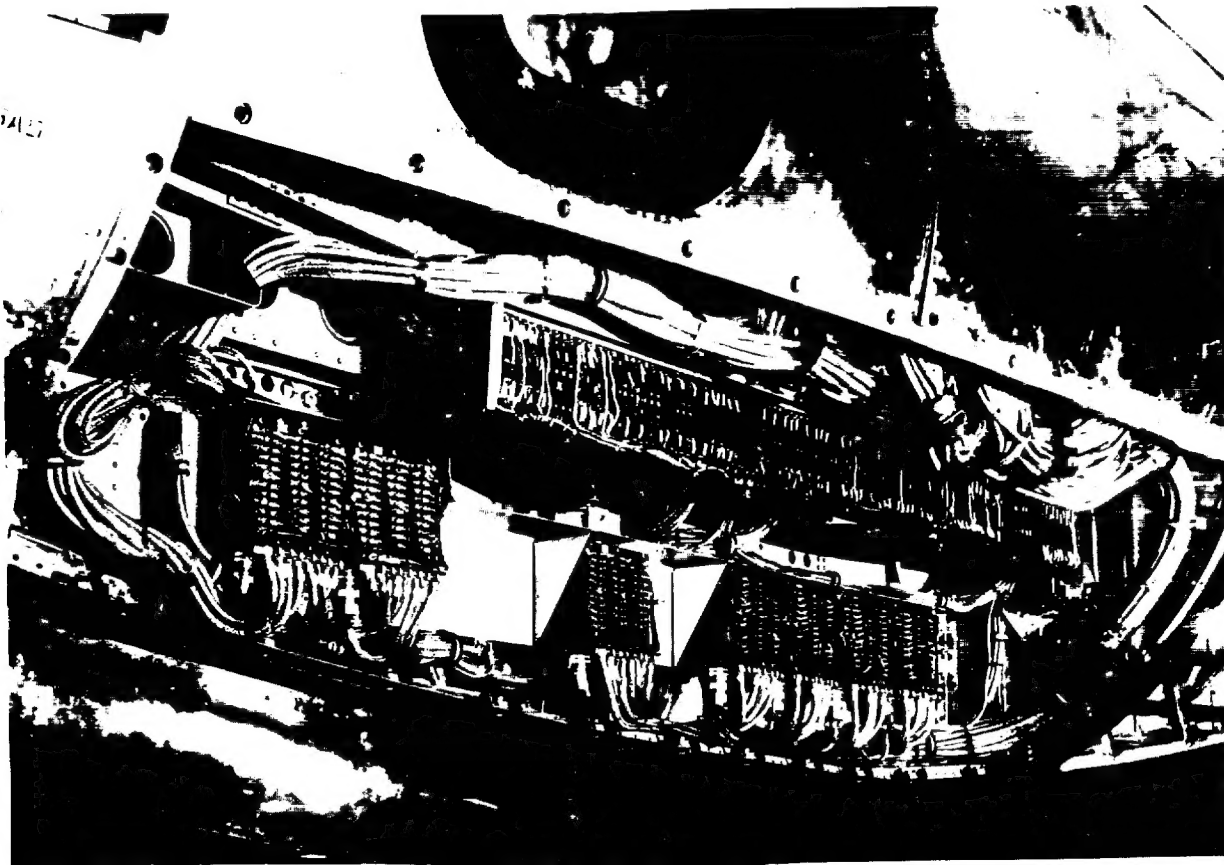
FPL 29 Instrument Installation
In the gunbay. Front part
From left: Trimboxes
Camera
Wire Recorder
Stopping Switch
Angular Velocity Gyro



FPL 29 INSTRUMENT INSTALLATION
In the right gunbay. Rear part
Instrument Panel
Camera
Wire recorder
Teimboxes



FPL 29
Flight test
Instrumentation



FPL 29. Installation of strainingages
Equipment in the left gunbay
Bridge trim-boxes (Covers Removed,
Stopping Switches

27N USSR N. EUROPEAN RSFSR MOSCOW OBLAST MOSCOW 55 45 N 37 35 E
BUILDING ON VOKROVSKAYA ULITSA (STREET) WHICH MAY BE WEST GERMAN EMBASSY.
MARCH 1956.

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MAY BE GERMAN EMBASSY

MOSCOW:- THIS BUILDING IN VOROVSKAYA ULITSA IN THE ARBAT QUARTER OF MOSCOW, WHERE MOST FOREIGN EMBASSIES ARE LOCATED, IS THE MOST PROBABLE RESIDENCE OF WILHELM HAAS, THE WEST GERMAN REPUBLIC'S FIRST AMBASSADOR TO SOVIET RUSSIA. NEGOTIATIONS FOR THE BUILDING CURRENTLY ARE GOING ON AT BONN, WEST GERMANY.

NY-1 USN

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N USSR

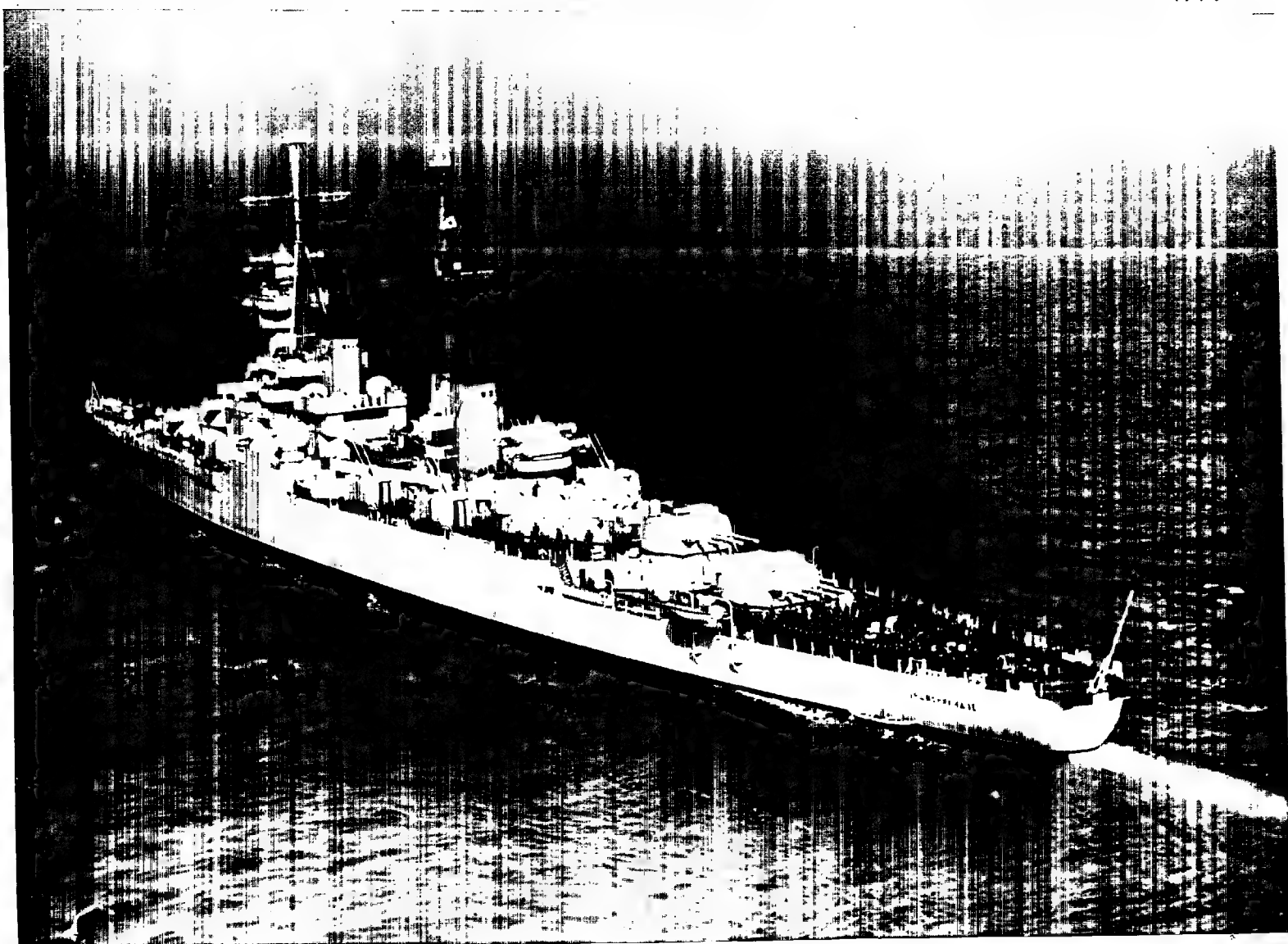
CRUISER ORDZHONIKIDZE AT PORTSMOUTH, ENGLAND DURING KHRUSHCHEV-BULGANIN VISIT.

18 APRIL 1960.

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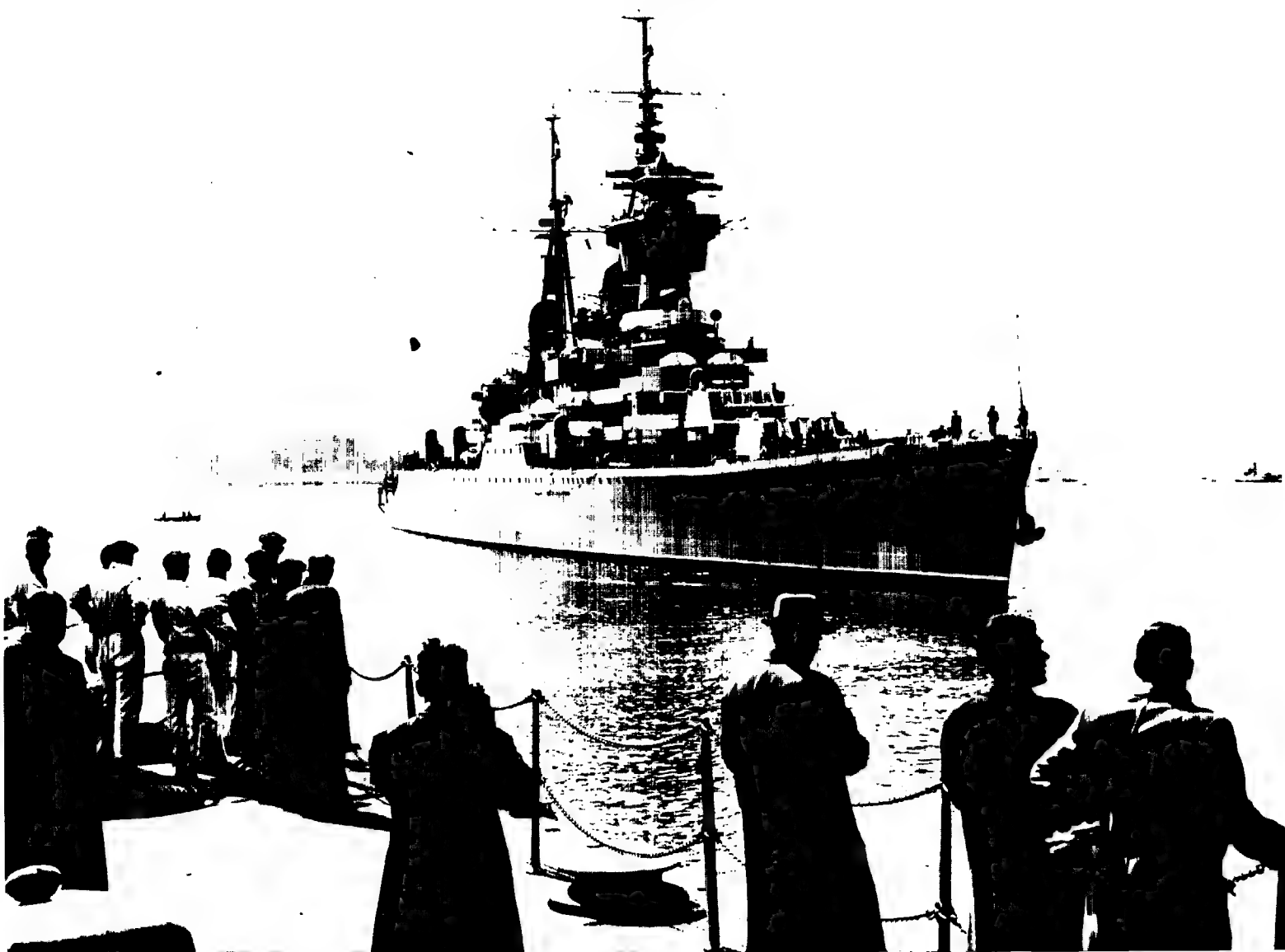
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CRUISER ORDZHONIKIDZE AT PORTSMOUTH, ENGLAND DURING KHRUSHCHEV-BULGANIN VISIT.
18 APRIL 1956.

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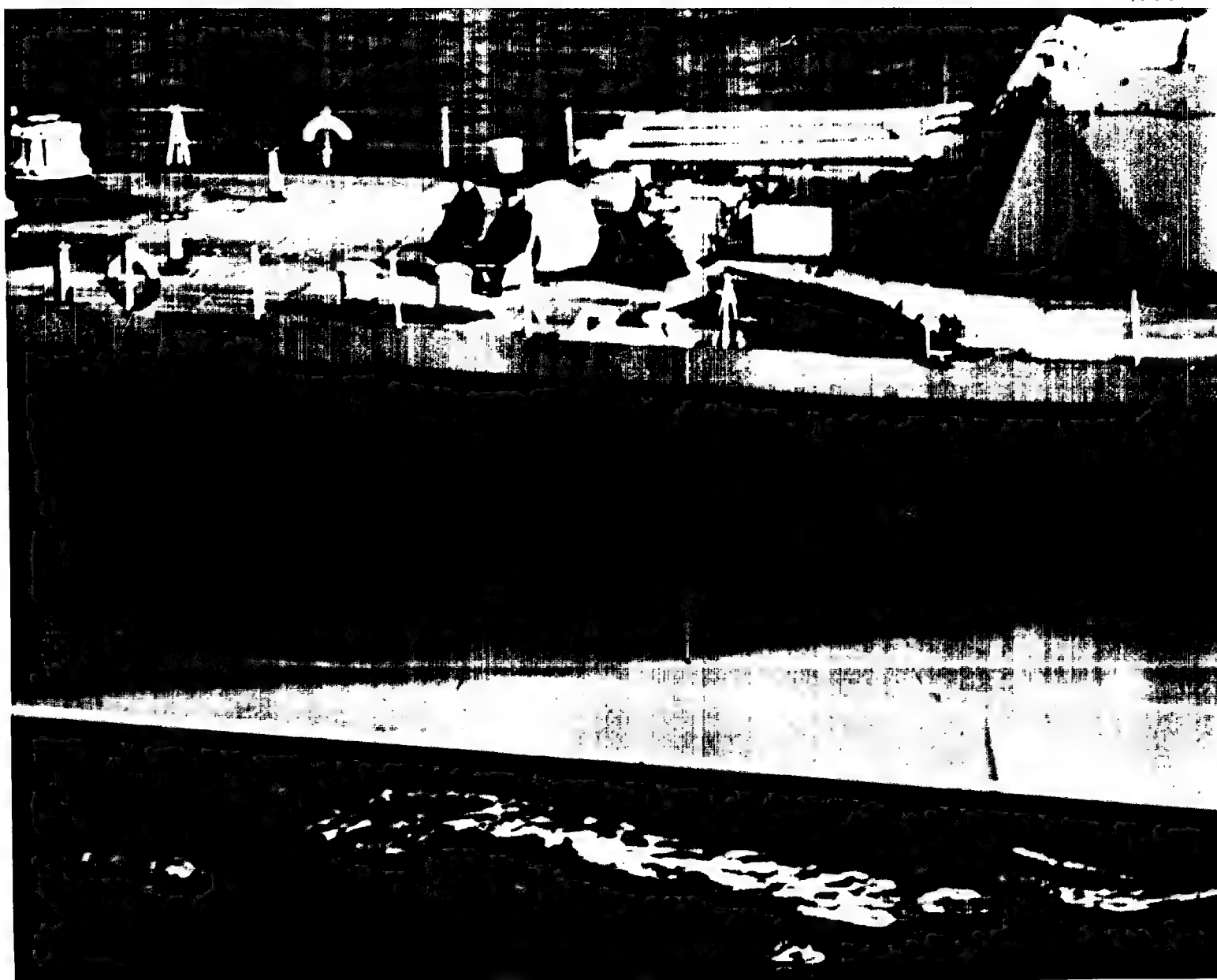
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KHRUSHCHEV AND BULGANIN ABOARD CRUISER ORDZHONIKIDZE AT PORTSMOUTH, ENGLAND.

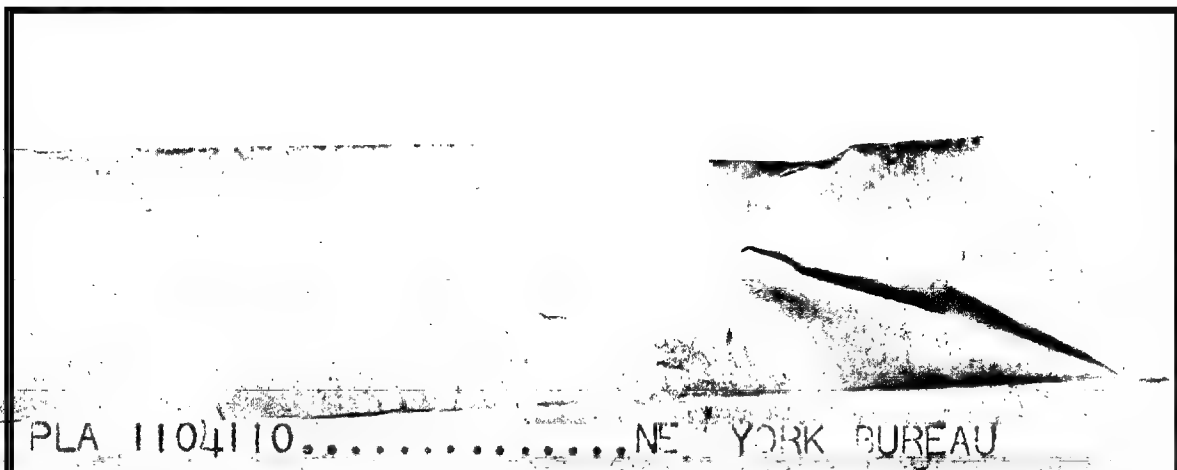
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RED BIGSHOTS ARRIVE BY CRUISER
PORTSMOUTH, ENGLAND: SOVIET PREMIER NIKOLAI
BULGANIN AND SOVIET COMMUNIST PARTY CHIEF
NIKITA KHRUSHCHEV SIT ON THE DECK OF THE
SOVIET CRUISER ORDZHONIKIDZE IN THE ENGLISH
CHANNEL, APRIL 18TH, AS THE SHIP PREPARES
TO DOCK AT PORTSMOUTH. THE RUSSIANS ARE
PAYING A 10-DAY VISIT TO ENGLAND. (ORIG.
OF RADIO.)

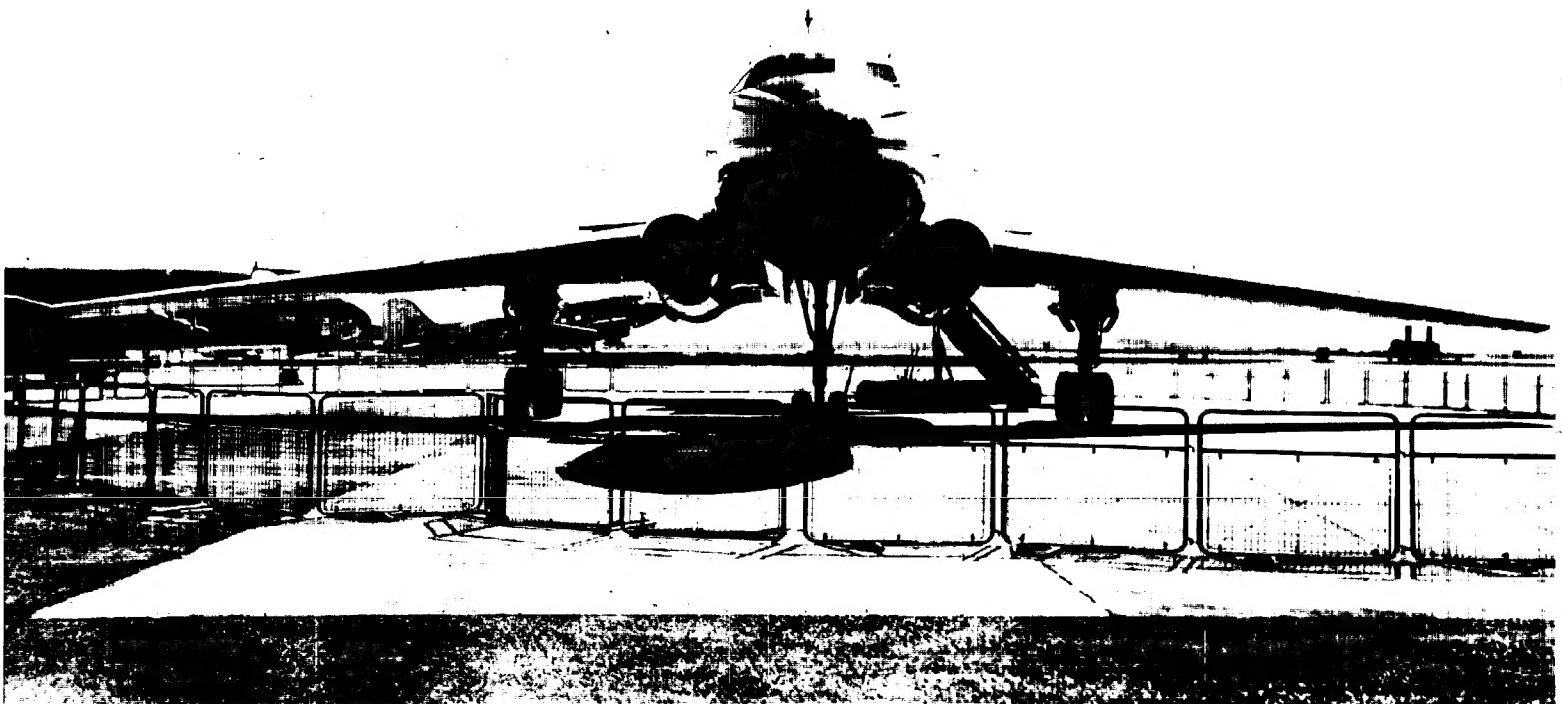
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NX HX MGS

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JET PASSENGER PLANE TU-104 WHICH CARRIED GENERAL SEROV TO LONDON. MARCH 1956.
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NEW SOVIET AIRLINER IN ENGLAND
LONDON: GENERAL IVAN SEROV'S ARRIVAL
IN LONDON FROM MOSCOW MARCH 22ND GAVE THE
WESTERN WORLD ITS FIRST CLOSE-UP VIEW OF
RUSSIA'S NEW JET PASSENGER PLANE, THE
TU-104 AIRLINER (ABOVE). THE AIRCRAFT,
ADAPTED FROM THE JET-BOMBER "BADGER," HAS
A LENGTH OF 120 FEET, A WINGSPAN OF
148 FEET, AND A RUDDER HEIGHT OF 33 FEET.
IT IS FITTED WITH TWIN BYPASS JETS, A NEW
DEVELOPMENT WHICH IS ESTIMATED TO GIVE
EACH ENGINE A THRUST OF 40,000 FEET. THUS,
IT IS CLAIMED, ITS TWO ENGINES DO THE SAME
WORK PERFORMED BY FOUR IN WESTERN JETLINER

MODELS

CREDIT (UNITED PRESS PHOTO)

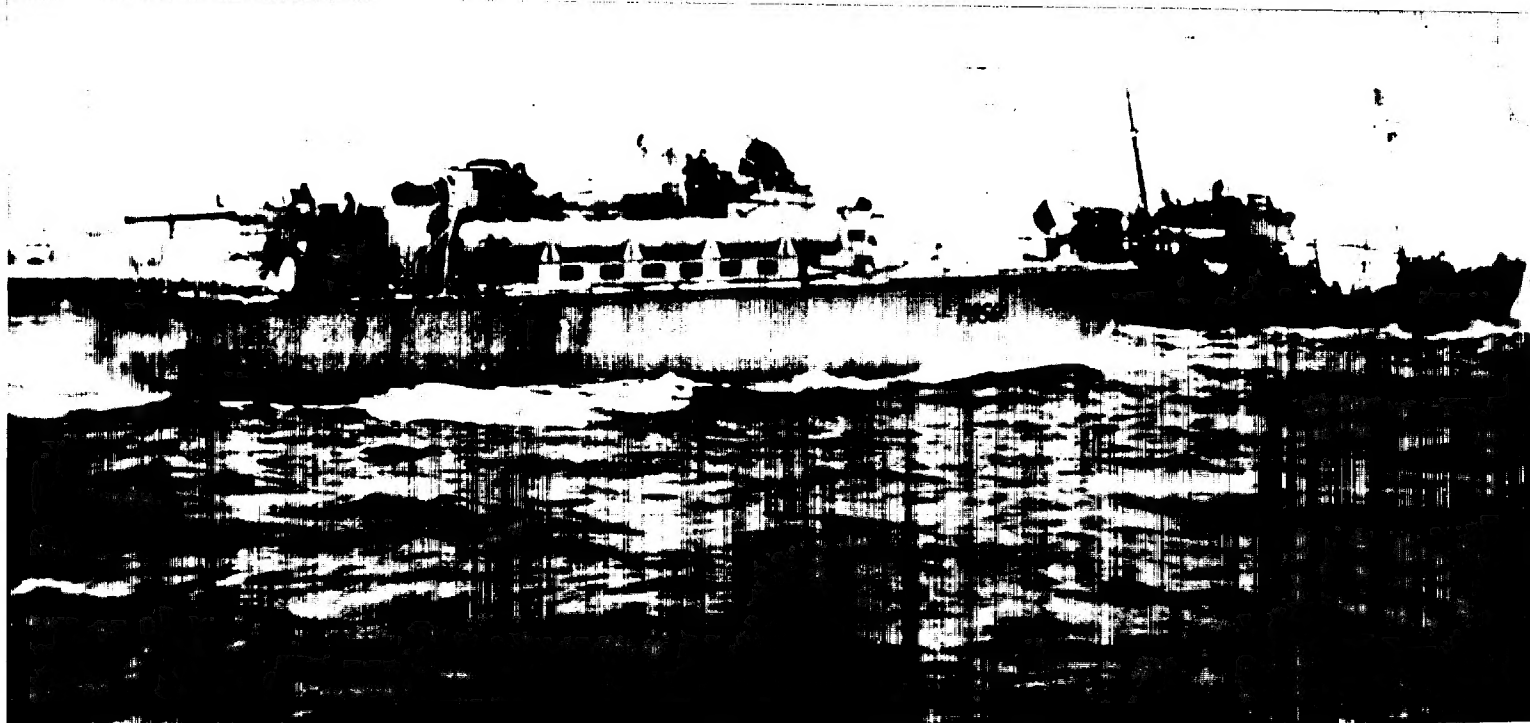
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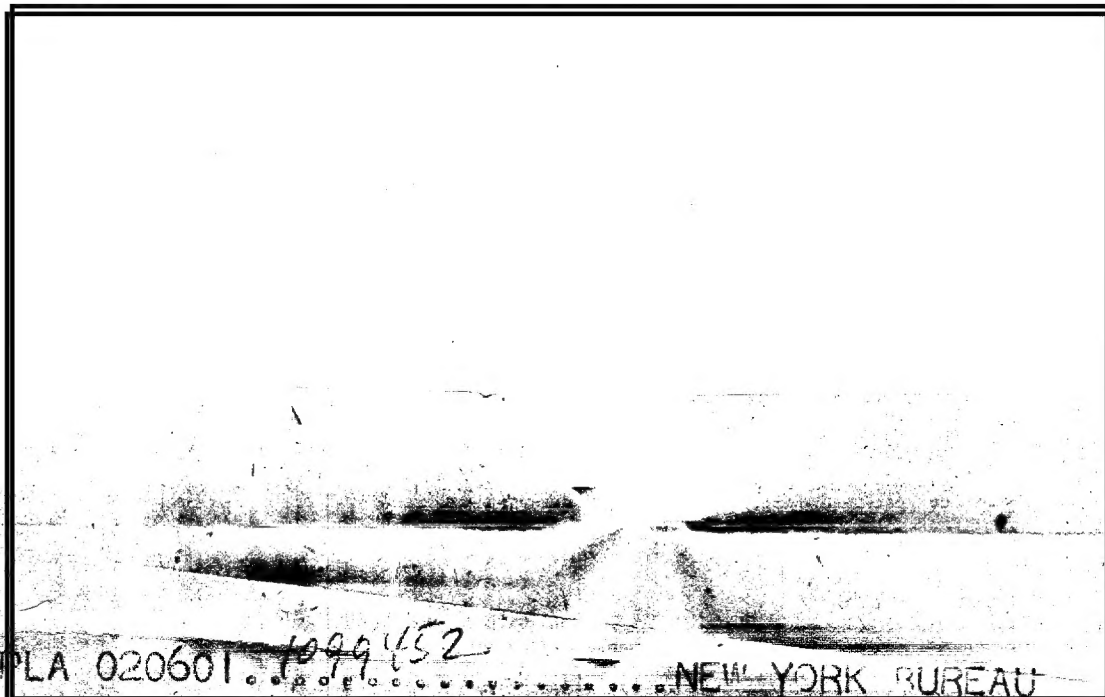
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N USSR
NORWEGIAN TORPEDO BOAT IN PURSUIT OF POACHING USSR TRAWLER. FEB. 1956.
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PURSUITING A RED POACHER
AALESUND, NORWAY: THE NORWEGIAN MOTOR
TORPEDO BOAT HAI IS SHOWN IN HOT PURSUIT OF
A RUSSIAN TRAWLER (RIGHT), THE 15TH SOVIET
FISHING BOAT TO BE CAUGHT POACHING IN
NORWAY'S TERRITORIAL WATERS. THE RED
CAPTAINS DENIED THE PISCATORIAL PIRATING
AND SAID THEY DIDN'T KNOW THEY WERE IN
NORWEGIAN WATERS. THE BOATS ARE BEING HELD
AT AALESUND, ALONG WITH A DEPOT SHIP, AND
LEGAL ACTION HAS BEEN STARTED AGAINST THEM.
NX-4 NX SA TV
CREDIT (UNITED PRESS TELEPHOTO) 2/6/56 (LB)